



Freeways and Parkways Featured In State Highway Annual Report

Offered as Solution to New Jersey's Ever-increasing Traffic in Both Rural and Urban Districts

Commissioner Miller recently submitted to Governor Walter E. Edge and the Legislature an accounting of the activities of the State Highway Department for the year 1944. This report which was presented in a condensed booklet form contained a paragraph on Future Transportation in New Jersey on Freeways and Parkways; a story of the operations of the Department,

including construction, maintenance, state aid, electrical, land acquisitions, special operations and a financial statement, as well as a chapter on the Federal Aid Highway Act of 1944.

Of special interest to Highway Department employees, is the chapter on Freeways and Parkways. In order that a comprehensive picture of present and future needs may be understood, this chapter is reprinted here in its entirety.

The people of no other state are faced with highway transportation problems comparable to those which confront the residents of New Jersey. The ever-increasing use of the motor vehicle, which accounts for over nine-tenths of all peacetime passenger movement on New Jersey streets and highways, and ever-increasing freight movements have brought about an intolerable condition of highway congestion, especially in the state's urban areas.

This in itself would be sufficient to call for a vast construction program of new highway transportation facilities, but New Jersey's problem goes far beyond this.

New Jersey is the corridor to the Atlantic Seaboard. Over its highways must pass the great industrial and commercial traffic of this region, as well as that flowing in from the west. At either end of the state are New York and Philadelphia, the first and third largest cities of the nation with combined metropolitan populations of over 14 million—more than one-tenth of the entire country.

The fourth smallest state in area, and the second most densely populated, New Jersey ranks fifth in industry. Over 1,700,000 are employed in her varied industries from aircraft to mining.

New Jersey's seashore resorts, world famous for their unparalleled recreational facilities, serve as a magnet for millions of visitors annually.

Diverse Traffic Demands

This combination of geographic location, limited area, industrial concentration, density of population and natural recreational facilities, combine to create enormously complex and diverse traffic demands. As far back as 1927, the scope and complexity of these demands was realized in part. At that time the Legislature enacted a comprehensive state highway development plan.

Unfortunately, however, the complete fulfillment of the plan was interrupted by the unprecedented economic depression of the Nineteen-Thirties. The inadequate construction programs of the last decade have left a large number of important "missing links" in a plan designed to operate as a complete unit. This is especially true in the northern metropolitan area.

The lack of vital transportation arteries thus anticipated by the Legislature compels large volumes of industrial, commercial, urban, inter-city and recreational traffic to use existing city streets and local roads. These already are inadequate for their own community needs. The result is an intolerable traffic congestion and strangulation of communication that is leading to deterioration and decay.

Tendencies in this direction are already indicated by the diminishing population within several of the northern metropolitan communities. For example, from 1930 to

1940, the aggregate population of Elizabeth, Hoboken, Irvington Jersey City, Newark, Passaic and Union City, in which live more than one-quarter of the people of New Jersey, actually decreased nearly five per cent, whereas the population in the remaining parts of the state increased six per cent as a result of more adequate transportation facilities.

It is an open secret that because of the failure to meet adequately the transportation needs of the state, and particularly the metropolitan area, great industries have for some time been considering moving to less densely populated areas in other parts of the country.

Further, hundreds of thousands of New Jersey residents have been unable to take advantage of the state's own unparalleled recreational areas, because of the lack of vital transportation arteries within the state.

If New Jersey is to maintain its present industrial standing—if its urban areas are not to suffer from blight and decay, and its natural recreational facilities are not to deteriorate—bold remedies must be applied NOW!

The Future

Drastic as is today's traffic congestion problem, it is overshadowed by conditions which New Jersey will be called upon to face in the next 25 years. Conservative estimates indicate that the present registration of 1,200,000 motor vehicles will increase by an additional 400,000 by 1970, and that traffic will more than double within the same period, increasing the present 12 billion vehicle-miles annually to 25 billion.

Freeways and Parkways The Solution

The time has arrived to provide for the traffic demands of today, as well as those of the future. Very few existing streets and roads are capable of efficiently handling large volumes of traffic. Only through the application of freeway and parkway design can New Jersey overcome its highway transportation difficulties, which are resulting in huge losses to motorists and industry, and great loss of life, time and property values. Fifteen years ago this loss was estimated at \$1,000,000 daily in the entire New York metropolitan region. Today, with many more vehicles in use, the daily loss has greatly increased.

The United States Senate Special Committee on Post-War Economic Policy and Planning, in analyzing the factors contributing to modern traffic congestion and the resulting economic losses, recently said:

"Today the city and its environs constitute the most critical areas in highway transportation. For while urban highways must provide the circulatory system without which no city can survive, failure to recognize the basic role of this system in the conduct of industry and community living is dooming city after city to economic strangulation."

"A book entitled 'Can Our Cities Survive?' contains this interesting illustration of why, without drastic steps to provide adequate transportation, the answer may be 'no.' In Los Angeles, from First to Tenth Streets on Broadway, the progress in transportation since 1910 has been as follows:

Then: 10 minutes and 20 seconds by horse and buggy.

Now: 14 minutes and 12 seconds by automobile.

"The Public Roads Administration has aptly expressed the con-

(Continued on Page 2)

Thanksgiving 1945

When the people of America assemble this Thanksgiving Day in their places of worship or at their own family firesides to render thanks to Almighty God for the bounty of the Good Earth, they will be doing something more than fulfilling an old and honored tradition in the land. They will be able, with full hearts, to express their thankfulness to God "who has given us the victory" over the forces of personified evil and soulless tyranny in the world. They can rejoice that nowhere in this land have our cities been leveled to the ground, our homes destroyed or our civilian population wantonly killed by enemy bombs.

Millions can be thankful that their kith and kin who have served in this Global Struggle have gone through this mighty ordeal of battle without a scratch and are now home or will presently return. Others whose sons or daughters have been wounded in battle, or who lie in hero's graves, know well they have the gratitude of a whole people for the willing sacrifices of their hero sons and daughters. A nation in the mood of a true Thanksgiving will never be forgetful of her hero dead!

Finally, the American people can be thankful that in this moment of the world's hunger, destitution and demoralization we are strong, resourceful and have an abundance of the world's goods. Out of our strength and abundance we are privileged to share with those in need the world round in the name of human brotherhood.

Thanksgiving Day 1945 in America should be a great day of full-hearted thanksgiving for us all.

Spencer Miller, Jr.

State Highway Commissioner.

Highway League Christmas Party Set for Dec. 18th

Bowlers to Be Guests of Organization

John Rochford, President of the State Highway Bowling League, announces that a Christmas Dinner and Party will be held on the evening of December 18th, at the Locust Cafe, on Locust Street in Trenton.

This party will be sponsored by the League for the members of its eight bowling teams.

Advance publicity states that a good time is in store for all who attend. Arrangements are being made by a committee of three: Ed MacCabe, Henry Braeckel, and John Rochford.

Maintenance Man Badly Hurt in Highway Accident

Edward Cole, of Newfoundland, a member of the maintenance crew of Foreman Edward Koch, was seriously injured on Monday, November 5th, when a truck struck him while he was engaged in cleaning a section on drain.

At the present time, Cole is in a state of coma in the Franklin Hospital. The extent of his injuries have not been fully determined since he is in too critical a condition to submit to X-rays. The accident occurred on Route 23 near Beaver Lake. Cole, a truck driver, was standing on the shoulder of the road not far from his truck when a light delivery truck, driven by Walter Jensen of West Milford, swerved around a slow moving school bus and struck him.

Suggestion Box Poster Contest Closes Dec. 14th

Friday, December 14th is the deadline of those Suggestion Box posters. The contest closes on this date at which time all posters should be in the hands of Mr. Eugene V. Connett. Even if you have not made a start you still have time to draw and send in one or more entries.

Remember all posters must be done in black on white drawing board (any thickness) and must be 12" x 18" in size. They shall have a border of not less than 3/4 of an inch.

All posters received will be hung in the Board Room of the State House Annex where they will be judged by Commissioner Miller and a competent jury. Announcement of the winning posters will be made at the annual Christmas Party.

Large Entry Expected

Basing expectations upon last year's entry of 12 posters it is anticipated that even more drawings will be submitted this year. It should be borne in mind that artistic ability is not too necessary in producing a good poster—good draftsmanship may go far, indeed.

The main factor to be considered is the idea behind your drawing. It should have an appeal which will tend to stimulate interest in sending ideas to the Suggestion Box.

One last reminder—be sure to affix your name and division to the back of each entry, and cover this so that it will not be visible to the judges. All awards are based strictly upon the merit of your poster.

Electric Bowlers Set Fast Pace in Highway League

As the eight bowling teams comprising the Highway Bowling League go into the final stretch of the first half of the season, the Electrical Division team holds a substantial 4-game lead over the Maintenance Painters, their nearest competitors. The league standing including games played on November 9th is as follows:

	Won	Lost	T. Av.
Electrical	20	7	691
Maint. Painters	16	11	669
Equipment	14	10	771
Administration	12	12	753
Inspection	13	14	681
Machine Shop	12	15	725
Fern'd Guards	10	17	655
Fern'd Office	8	19	704

Individual averages indicate that most of the high averages are held by the Equipment and Administration teams, but leading the list is Chris Kucker, who bowls with the Machine Shop team. The bowlers with the highest ten averages are listed below:

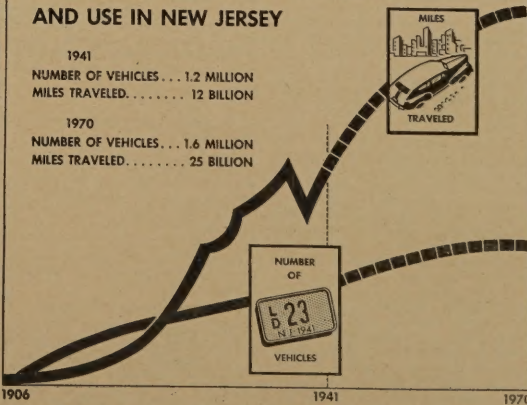
	Average
1. Chris Kucker (M.S.)	168
2. Tim Brennan (EQ)	166
3. Pete Tuozzolo (Adm)	165
4. John Radice (Elec)	160
5. Rhss Cook (Equip)	158
6. Mark Stevens (Equip)	158
7. Frank Dunn (Admin)	157
8. Frank Matzer (Adm)	155
9. Warren Oldham (Adm)	155
10. Eddie Brackel (Equip)	154

Attention Blood Donors

George A. Hefferman, Chairman of the Red Cross Blood Donors Service, State Employee Group, is compiling final data regarding the contributions of that group and is most anxious to have a complete list of all "gallon" donors" during the past year. If you are one of this group, please cooperate with your Chairman to the extent of forwarding your name to him, in care of State Highway Department, Trenton, New Jersey.

RIISING TREND OF AUTO OWNERSHIP AND USE IN NEW JERSEY

1941	
NUMBER OF VEHICLES	1.2 MILLION
MILES TRAVELED	12 BILLION
1970	
NUMBER OF VEHICLES	1.6 MILLION
MILES TRAVELED	25 BILLION



The above chart shows the increased automobile mileage in New Jersey from 1906 to 1941, and the projected increase from 1941 to 1970. This coupled with the increased number of motor vehicles as shown in the lower curve will produce over twice the present mileage within the next 25 years. For these relative traffic densities, see map on page four.

THE HIGHWAY

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FREEWAYS AND PARKWAYS FEATURED IN STATE HIGHWAY ANNUAL REPORT

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steration of both highway engineer and motorist:

"When one observes the countless impediments that embarrass the movement of twentieth century traffic through the eighteenth century streets—one wonders how long it will be—before complete congestion will result."

In New Jersey, on Route 25, tests show that in periods of peak traffic it frequently requires two hours to travel 20 miles between Woodbridge and Jersey City; with many motorists reporting as much as four hours.

"Other tests of vehicle operating costs have been made to measure the cost of congestion and inadequate highway and street design. One such study reveals that the cost of making four or five complete stops per mile on the streets of downtown Boston increased gasoline consumption 50 percent over what it would have been in the absence of congestion. It was estimated that no less than \$18,000 per mile per year was being wasted on the streets of Boston because of this extra gasoline cost alone. If the broader aspects of the cost of urban congestion are considered, it is apparent that the loss of time and the inconveniences involved in city driving represent liabilities of the highest order.

"Congestion and inadequate design on rural highways are also the cause of inordinately high costs of motor vehicle transportation. In New England, the modern Merritt Parkway was constructed parallel to the old Boston Post Road. The presence of 116 traffic lights on a 48-mile section of the post road caused an average of 41 stops per vehicle, or nearly one a mile. It is estimated that the parkway, on the other hand, providing a free flow of traffic, would permit more than double the average of speed of travel on the post road, at the same gasoline cost. Specifically, from Pelham Manor, N. Y., to Milford, Connecticut, is 55 miles by the Merritt Parkway and 53 miles by the post road. The trip by parkway can be made at 12 miles per hour at the same gasoline cost as the trip by the ordinary highway at 25 miles per hour, and the saving in time is 40 minutes."

Freeways and Parkways— What They Are

Throughout America the problem of traffic congestion has been met by the construction of vast networks of modern freeways and parkways. These new arteries virtually free existing local streets and roads from congestion and accidents, and handle large volumes of traffic safely and expeditiously.

Forward-looking urban communities such as New York, Los Angeles, St. Louis, Chicago, Detroit, and Cleveland have resorted to the construction of freeways and parkways as the solution of congestion problems similar to those facing New Jersey.

The neighboring states of Pennsylvania and Connecticut have long since realized the economic value of freeways and parkways, such as the Pennsylvania Turnpike and Merritt Parkway.

Broadly defined, freeways and parkways are thoroughfares with no cross street intersections at grade, no traffic signals, with opposing streams of traffic separated, and with "controlled access" at a limited number of entry and exit points. On freeways, however, commercial traffic would have the right of complete use. In the case of the parkway, trucks and commercial vehicles would be excluded.

They facilitate the continuous flow of traffic, unhampered by start and stop driving, parking, or pedestrian problems, and with the danger of accidents almost eliminated. For example, the Merritt Parkway in Connecticut had only three fatal accidents in 257

million vehicle-miles of travel in a two-year period.

Eliminate Roadside Stands

Experience of other states clearly shows that great benefits are to be derived through the building of freeways and parkways. Many of New Jersey's finest highways have become inadequate and obsolete within a period of a few years because of their unprotected roadways.

Where property owners have unlimited access to roadside development, a "midway" of mushroom growth springs up within a relatively short time. Without regard to its effect upon the main flow of through traffic, a series of "entry and exit" highways are tapped from the main highway to these roadside establishments.

These driveways cause hazardous traffic conditions, congestion and the destruction of the efficiency of otherwise adequate highways. This process has been repeated time after time on many of New Jersey's finest highways. Because of unrestricted roadways, otherwise adequate roadbeds become obsolete within a few years after their completion.

Eliminate Intersecting Streets and Roads

Freeways and parkways, because of their "controlled access" nature, overcome the weakest link in New Jersey's existing highway facilities—the intersecting roads and streets. These intersections at grade cause the main vehicular flow to stop for cross-traffic, endanger pedestrians and cause delays for left and right turns.

They are the major contributing factor to high accident rates. Delays occasioned by intersecting streets and roads reduce the average travel speed on many highways to ten miles per hour, while in some urban areas traffic creeps at speeds as low as three miles per hour.

Where these problems have been met by freeway and parkway construction, the carrying capacities of the highway have been doubled and tripled, accidents have been cut materially, driving comfort increased and travel time reduced—because traffic can move smoothly without constant interruption.

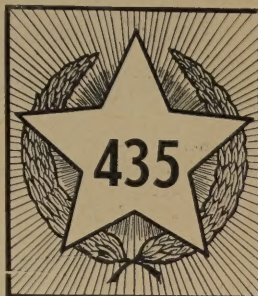
Increase Property Values

In contrast to the blighting effects of heavy traffic on property values adjoining the ordinary congested state highway, freeways and parkways, wherever built, have increased or restored the value of abutting real estate, and further, have encouraged the growth of fine suburban areas.

Another disadvantage in constructing highways without adequate roadside control is that although commercial development is engendered, which somewhat increases the value of immediate adjoining property, the value of residential development of all property is blighted for a considerable distance. Residential development is, however, the main benefit which new highways should create. Freeways and parkways eliminate these deteriorating effects and have a broad influence on residential growth. In addition, they have been a strong influence to the shift in residential growth from northern New Jersey to Nassau and Westchester Counties in New York state.

From 1910 to 1920 northern New Jersey increased in population more rapidly than southern New York. In the next decade, with the inauguration of the Westchester County parkway system, the per cent of growth of the two areas was about the same. Between 1930 and 1940, however, when some 300 miles of parkways were constructed in the New York metropolitan area, east of the Hudson river, the rate of population growth in this region increased

Highway Honor Roll



As our representatives in the armed services return in ever-increasing numbers to their former employment with the Department, less and less news is received. It is evident that the News From Our Men In The Service will gradually diminish until this feature is dropped altogether from the columns of THE HIGHWAY. Until the last man has returned, however, news of those still in the armed forces will be gratefully received. So keep writing, fellows.

ELECTRICAL FLASHES

John Kilpatrick

The lead item in all columns these days is news of the returning servicemen, so who are we to be different?

We told last month of Lt. Joseph M. Mahan and C. P. O. Robert McLaughlin returning and want to report now on Joe's marriage to Valeria Loveless, October 27th, at St. Ann's Church, Lawrence Road.

Staff Sergeant Anthony Russo has been discharged from the Navy at Lido Beach on October 23rd and is taking up the worries of an Electrical Field Assistant.

FCR 3/c Isadore J. Friedman was discharged from the Navy at Lido Beach on October 23rd and is taking up the worries of an Electrical Field Assistant.

John McDevitt, Bridge Operator on the Ocean City Bridge, is vacationing in Canada with his wife.

E. Lorraine Drechsler has resigned from the Department to keep house for her husband in Newport, Rhode Island.

Birthday greetings for November are in order for the following:

William Andrews, Tuckahoe; Louis Armand, Tuckahoe; Bowen Bartlett, New Gretna; Horace Bozarth, Wading River; Edward Broderick, Brielle; Harvey Coverdale, Cape May; Ward Dean, Ocean Grove; James Dubell, Ocean City; Paul Francis, Union City; Lloyd Gomm, Jersey City; Frank Herbert, S. Belmar; Van Dorn Hogate, Quinton; Harry LeWicky, Bloomfield; Norman Lewis, Neptune; Harry Lishman, Haddon field; Harry Lowrie, Paulsboro; Harry Ober, Lakewood; John Parker, Ocean City; Peter Pearce, Brielle; Courtney Raymond, Matawan; James Reilly, Jersey City; Jeffrey Reynolds, North Arlington; Frank Rochat, Carlstadt; Arthur Royson, Bradley Beach; U. S. Army; Charles Simonton, Fairlawn; Garrett Skillman, West Point Pleasant; Joseph Smith, Bradley Beach; Edmond Stoeckel, Irvington; Frank L. Wood, Titusville.

three times over that of northern New Jersey.

There is no doubt that excellent parkway access from the suburban areas of Nassau and Westchester Counties, to the commercial centers of New York City, has been an important influence in the increase of the volume of residential construction in these areas in contrast to the suburbs of northern New Jersey.

New Jersey's Future

The future welfare and prosperity of New Jersey will depend on how wisely and expeditiously a system of modern freeway and parkway development is carried out. The way has now been cleared for their construction through the enactment of recent legislation. The plans laid down today will affect the development of the state for generations to come.

Maintenance Notes

GENE BECKNER

In ever increasing numbers our men in the armed services are being released and we are pleased to say that most of them are returning to our employ. It is a pleasure to extend a word of welcome back to the following employees who have returned to duty from military service during the past month: Albert A. Allen, of Spring Lake; Charles Legato, of New Brunswick; Tony Petrozzo, of Morristown; James Roy Baker, of Pleasantville; William Elwell, of Vineland; Randy LaBarre, of Ocean Grove; Alden Garretson, of Richland; Bill Stager, of Irvington; Emil Cabrelli, of Newark; Raymond Hill, formerly of Morris Plains but now residing in West New York; Horace Carl, of Yardville; Joseph J. Policastro, of Perth Amboy; Larry Canel, of Highland Park; Charles Gilbert, of Burlington; John T. Carr, Jr., Earl Hillborn and Alcaid Wright, Jr., all of Trenton.

Two other former employees, Phil Cascavilla, of Plainfield, and Michael Cappiello, of Trenton, have indicated their desire to return to work but have requested additional time before reporting for active duty to recover fully from disability resulting from their war service. These two men have our sincere wishes for a prompt and full recovery, and we are looking forward to their eventual return to duty.

Al. Wright, Jr., whose name appears above as one of our returning veterans, is one of the few men to whom it has been our pleasure to see personally who isn't too pleased to be back in the States. Al has good reason. While stationed in England, he met an attractive English lassie, Miss Elsie Harle, of Ipswich, England, and in due course changed her name to Mrs. Alcaid Wright, Jr., U. S. A. They were married on August 13, 1945, at Bury St. Edmunds, Suffolk. Al stayed in England just as long as the military authorities would permit and in the end had to be almost forcibly ejected. With so many soldiers slated for return, it will be some little time before accommodations can be provided for the many wives of service men who have been forced to remain behind in their native lands when their husbands were returned to this country, but Al is very wisely reserving some of his accumulated vacation for the time when he and his wife will be together again. Here's hoping it isn't too long.

Wedding bells rang out, too, for Lt. Joseph J. Policastro, also in the above list of returning veterans, who was married on October 13 to Miss Julia Molnar, daughter of Mrs. Julia Molnar, 132 Williams Street, Perth Amboy. Lt. Policastro's enviable military record included the award of the bronze and silver stars and a battlefield promotion while in action in Germany.

Nick Mastrangeli, of Landisville, who works in the maintenance control under Assistant Foreman Walter Eckert, was painfully injured about the head early in November when his car collided with another vehicle while on his way to work. He was hospitalized for a short time but we are glad to report that he is now back to work.

Tom Connors, of Trenton, who works with Foreman Jack Taylor on Route No 30, north of Trenton, has been ill at home for some little time. He has made a good recovery and is expected back to work soon.

During October Jack Stanley had his two boys, Bill and Jack, Jr., home together for the first time in a long, long while. Needless to say, it was a grand reunion.

Not long back from a trip to Canada, Gerry Cahill has now hied himself off to California. When he returns we shall expect a dissertation on the "State of the Union."

Buss Walklett and Norm Horner are having a little private feud with respect to their bowling. Looks like the pressure got Norm the other night when he came up with a tremendous 94.

Raymond Gallup, of Union City, who works in the maintenance

Your M. C. presents— THE LADIES... Bless Them

Believed to be well on the way to recovery, we were greatly shocked to hear of the sudden passing of Theresa Ryan's husband, Cornelius J. Ryan. Those who knew him can justly say it was a great loss. May we extend our deepest sympathy.

Appearing into this world such a short time ago, Freddie Jaekels, son of Leah Jaekels, has already made his debut before the Highway gals his mother entertained recently. At the occasion, marked with the presentation of a bathnet, were Ruth Barbour, Marion O'Hara, Margaret Anderson, Stae Kanyuh, Elsie Taylor, Pauline Wieland, Ruth Moran, Minnie Pollak, Meriam Devlin, Helen Tallon and Alice Carrell.

To Alice Carrell we would like at this time to extend our sincerest sympathy on her recent bereavement. Alice's mother, Mrs. Agnes Stephan passed away on October 28, 1945.

"East is East and West is West" . . . but by happy and almost startling coincidence both Elsie Logan and Evelyn Maley received telephone calls on the same day and at the same hour, 12:30 a. m., from their husbands who arrived in California respectively. We know that each would be happy for the other, but what could be nicer than having both of them happy together. 'MMM—who's confused?

With the return too of Minnie Pollak's husband and Dorothy Fisher's fiancé, both of whom are at Fort Dix, our "waiting" list becomes shorter.

Jumping around after Dorothy Jakubisin is excellent conditioning for checkers. Originally with the Electrical Division, Dot was transferred to the Bureau of Economic Development just recently. We understand now, however, that she will be permanently assigned to Mr. Julius Newmark.

An exciting place at any time but even more so on a vacation, Washington, D. C., provided La Raine Birch with many interesting sights and grand entertainment.

The Fulton Cafe was graced by the presence of Dorothy Fisher, Betty Lewis, La Raine Birch, Mary Mascorotti, Kathryn Laughry and Betty Meskill who feted Helen Tallon on the occasion of her birthday.

We hope Mary Mascorotti's return to her desk is a sure indication that her mother's health has improved.

We are sorry to learn that Margaret Hunt has taken a month's leave of absence due to illness and wish her a speedy recovery.

The week was nicely climaxed when Mabel Beans, vacationing in Rochester, N. Y., was joined by her husband and the other half of her "M. C.'s, Claire Laczoni. They journeyed over to Niagara Falls, Canada and home.

"Bye now . . .

crew under Foreman James Laing, was operated on October 27 for acute appendicitis. He is progressing well and the boys on the job are hoping he will be back soon.

Andy Gresko, of Foreman Harry Butterfoss' traffic line crew, is still undergoing treatment for his illness. Andy tried to return to work some time ago, but his attempt proved he hadn't yet recovered sufficiently and he was forced to take additional time off. Here's hoping he will be able to resume active duty before long.

One of our employees in the Maintenance Division is Chester W. Anderson, who recently went to work in the maintenance crew under Foreman Julius Megules. Chester W. is the son of Chester G. Anderson, of the Electrical Division. Just released from military service, young Anderson is a welcome addition to our Division.

EQUIPMENT ITEMS

JAMES O'ROURKE

The stork paid a visit to the home of Mr. and Mrs. Joseph Havron, at Vineland, on October 11, leaving a bouncing baby girl. The proud father is Inspector of Equipment in the South Jersey area. Mother and baby are doing well.

Sympathies of Fernwood are extended to Don McNeil on the death of his brother who passed away at his home in Trenton on October 17.

Arthur Van Hise, 3rd son of Morgan Van Hise, has followed in the footsteps of his two older brothers and is now a member of the U. S. Army, having been inducted on October 23. His two brothers are Lt. Morgan, Jr., with the Troop Transport Command in the South Pacific area and Sgt. William with the Army Engineers in Germany.

Frank M. Devereaux has returned to his desk after a severe attack of pneumonia. He is slowly rounding into his old self.

A hearty welcome is extended to the two new additions to the Stock Room Gang by the boys at Fernwood. The new men to Fernwood are formerly from the mailing room in the State House Annex and are Jack Mountford who recently returned after close to 4 years with the Army Air Forces in the Pacific area and Joe Russo who served over three years with the Coast Guard in both the Atlantic and Pacific areas.

Staff Sergeant Jack Boulden was a recent visitor to Fernwood having received his discharge after approximately three and a half years with the Troop Carrier Group of the Army in the South Pacific area. Jack, who received his discharge at Fort Knox, Ky., is enjoying a few weeks' vacation after which he intends to get back into harness once more and become a regular at Fernwood.

Word has reached the writer that George Visokay has left the Okinawa area and is homeward bound expecting to arrive around December 1.

George Kutch, snow plow repairman, suffered a fractured toe while loading snow plows at Fernwood for delivery to outside contractors. He is now resting at his home and hopes to get back in harness shortly.

A recent visitor to Fernwood was Joe Maestrobattista, Mechanic who has been on the sick list for quite some time. If improvement continues, he will be back in the fold once more.

Col. Kenyon in China

A nice letter arrived recently from Lt. Col. Charles W. Kenyon, Charlie is in Kunming, China with the 5th Army Group Command and tells of receiving his promotion on last June 15th, which was Infantry Day. At the present time he is assistant chief of staff to General Kutsecho, field commander of the Chinese Combat Command.

In describing some of his activities Col. Kenyon says, "Had a most interesting time taking part in the China offensive. It is a privilege to work with these fine soldiers (Chinese) and a feeling of satisfaction in seeing them advance over the Japs, especially when you have helped with their training. "I have found it very interesting to visit around the towns and cities of western China. I recently flew up to Chungking and stayed there ten days. It is the most mountainous country I have seen with the exception of the "hump" between India and China.

"At the present time (Oct. 5th) it looks as if I would be sent to an island in the Pacific for duty. The weather here is just about perfect, very uniformly mild temperature and plenty of sunshine. The altitude is 6,400 feet above sea level—a trifle higher than Trenton.

"We really 'kicked the gong around' at one victory dinner after another following the peace with Japan. Will save the details of all that until later. Thanks for sending THE HIGHWAY so regularly.

MEET THE GANG



The maintenance crew of Foreman John P. Lutz makes its headquarters at the State Highway Building at Newark Junction. From this base of operations they maintain Route 25 from Elizabeth city line to the Passaic River Bridge; Route 21 from the Port of Newark zone line to the Newark Junction intersection; Route 27 from Rahway Ave., Elizabeth, to Newark City line; Route 28 Bayway Circle to Goethals Bridge Approach; Route 29 Empire St., Newark, to Newark Junction intersection. As you will recognize, this places the group pictured above in the midst of some of the heaviest highway traffic in America.

Foreman Lutz, or "Pete" as he is known to intimates, is standing on the left of the front row in the above photo. Next to him and reading to the right are: George Morgan, Joseph Fisher, Lawrence Irene, Michael Mazza, Michael Bassillo, Frank Makowski and Fred Knight. In the rear row from the left are: Thornton Blanks, James Corrente, Joseph DiBella, James Conicia, Raymond Diehl, William Woodruff, Phillip Manetti, and Jess Girard.

The average length of employment in this crew is over ten years, with Fred Knight and Lutz having employment dating from 1929. Others who might be placed in the "veteran" class are Bassillo (1930), Makowski (1931) and Girard (1932). The newest member is Diehl who joined forces a few months ago.

Foreman Lutz lives in nearby Union with his wife and two children, a boy and a girl. He makes his home his hobby and it occupies most of his spare time, although he did take on some part-time employment during the war. George Morgan recently bought a home in Newark and it seems that it is requiring a large share of his after-hours time. Joseph Fisher is a veteran of World War I and was in the Merchant Marines during the recent war. His main hobby is golf, at which we understand he plays a good game. Lawrence Irene has a son in the army in Europe. Michael Mazza has two sons in the service, one in Germany and one in the Pacific, while Mike Bassillo's two boys both saw service in the European theatre. It would seem that the men of this gang have certainly contributed their share to the armed forces, for in addition to those mentioned Thornton Blanks has a son in the Pacific, Joseph DiBella, a son in the same area, and James Conicia two sons in the army.

Blanks is the father of the largest family in this group, boasting of ten children. In addition to this he is a veteran of World War I and had the harrowing experience of being torpedoed at that time. Fred Knight and William Woodruff drive the gang's two trucks while Phillip Manetti's specialty is sign maintenance. In this section of New Jersey signs get dirty in a hurry and must be washed down at frequent intervals. It is Manetti's job to see that they are easily readable at all times.

Ray Diehl is a veteran who saw submarine service in the first war, and Jess Girard is the man responsible for keeping the Newark Junction intersection spic and span as well as the maintenance yard adjacent to the Highway Department building. It might well be said at this time that this yard is about as orderly as could be imagined, with all equipment neatly stored. Three members of this crew not present at the time this photo was taken. They are Michael Spina, Michael Coppola and Louis Massaro who were absent on sick leave.

Hobbies were not so evident in this group as in some others we have met and this may be accounted for by the fact that each of these men is married and seems content to make his home his hobby. But any time you want to know how it feels to work on highway maintenance while thousands of cars and trucks rush by, hour after hour, ask Foreman Lutz or any of these men. Their experience with such conditions cannot be exceeded.

BRIDGE BRIEFS

Arthur Lichtenberg

Sven I. Hedin has appointed the following committees to serve for the Bridge Division Club for 1945-1946.

Entertainment: W. H. Spencer, Chairman; J. J. Koffler, R. E. Simon, Paul Gabrenas. Auditing: Marcel Ludasy, chairman; Chester Smith, J. H. Patrick. Forum: H. W. Lefferson, chairman; Marcel Ludasy, A. J. Lichtenberg. Testimonial: G. A. Heffernan, chairman; J. J. Koffler. Nominating: L. C. Petersen, chairman; A. J. Lichtenberg. Welfare: F. C. DiLeo, chairman.

Briefs: Arthur Stetser assigned to Route 28, Section 24-B bridges over branches of Rockaway Creek. Ken Yates and Harry Mueller doing private surveys pending re-employment. Albert E. Lee back on Route 4, Sec. 5, Erie R.R. Warren Point job. Commander W. F. Hunter hospitalized in Oakland, California. Diagnosis: Americanitis. H. R. Gabriel, C.

Spence, J. Krieg and Harry Bergen on Route 25-A Passaic River job between Newark and Harrison. George Heffernan recently reminisced "The one great advantage to growing older is that you can stand for more and fall for less." M. L. Vail on the Beach Thorfare, Absecon Boulevard Bridge. "Well, my little man," said the barber, "how do you wish to have your hair cut?" "I'd like it cut just like my daddy's and please don't forget to leave that little round hole on the top where his head comes through."

Jim Whitehead with Department of Conservation and Development building a flume to carry Delaware and Raritan Canal over the Millstone River at Carnegie Lake. Wilbur Spencer toying with the idea of being a Justice of the Peace. Morris Goodkind, George Heffernan and Paul Gabrenas, the new threesome at Yardley Country Club.

Administration Division

Arthur Egan

Elmer (Chubby) Boscov of Bill Wildblood's staff is home on furlough after two and one half years in the South Pacific. Although Chub has more than enough points to entitle him to a release, his job has been frozen so that he will be in the service for some time. Chubby made the long trek up the Pacific with the Navy starting in Australia to New Guinea and on up and into the Philippines. Incidentally, he is a twenty-year man with the department and receives his twenty-year pin at the Ten Year Club Annual Dinner.

Gene Palmer is still a patient in Jefferson Hospital, Philadelphia. Although his recovery has not been so rapid as he hoped for he is nevertheless progressing and hopes to be back on the job soon. Joe Hunt, George Heffernan, Frank Torkevitz, Rudy Vogel, John Fransen, and Bill Wharton contributed their blood to speed along his recovery. With all these strains in him Gene is now a walking League of Nations.

The new State Fiscal accounting system with all its symbols has been giving the accounting boys some trouble with transfers from one division to another. Brother Ed Downs decided he had enough headaches and devised a journal transfer voucher which has greatly simplified the transactions.

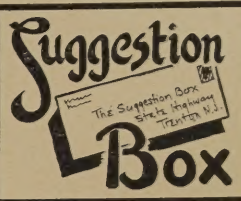
It seems that we have one of the strange cases of the War here in the Administration Division. Pfc. Salvatore Bonfanti, a former tabulating machine operator in the Cost Department, entered the service in January, 1943. He subsequently received his training as an infantryman and was sent to France. He wrote regularly and we heard from him during the battle of Holland and Belgium. He was returned to England and was hospitalized for a time and upon recovery was transferred to a medical unit and sent to Germany. Suddenly his letters stopped coming and for many months all efforts to contact him have failed. His people nearly frantic have worked thru the Red Cross but they seem to be unable to get any information. Contacts with their Congressman and even a letter to the President has failed to produce results. It seems that Sol, a quiet, modest and efficient boy, has suddenly vanished and no one seems to be able or willing to shed any light upon his disappearance.

Chief Petty Officer John Kownack has received his release from the Navy. John entered the service in April, 1942, and after service in this country was transferred to the Pacific. He wears battle stars for active service in the Borneo, Philippines and Okinawa campaigns. John weighed about 180 pounds when he entered the service. Today he is streamlined at 138 and appears in very fine condition.

Claire Lacroni recently established some sort of a speed record for travel. Leaving home on Saturday, she drove to Rochester, spent the night there, drove on to Buffalo and visited Niagara Falls and Canada and was home again Sunday night. And we heard her reply to a girl friend's questions as to what she had been doing lately, "Oh, nothing much." All this prompted one of the boys to inquire now that she visited the Falls what is she going to do on her honeymoon.

The other day as the train was pulling into the station a soldier standing near the door began to whistle. Slowly heads lifted and smiles began to appear—he was whistling "Be it ever so humble there's no place like home." A lot of good wishes followed that guy out of the train.

Sgt. Pete Cimbala of Mr. Grover's Office is also a dischargee from the Army. Pete entered the service in October, 1942. He saw service in Africa, Italy, France and Germany. While waiting transfer to this country he enjoyed a furlough in England. Pete is also a twenty-year man with the Department and will receive a pin at the Ten Year Dinner.



WHO CAN SUBMIT IDEAS?

All men and women of the Department are eligible to submit suggestions.

HOW SHALL IDEAS BE SUBMITTED? On the regular form obtainable from the secretary or on any sheet of paper. Mail it to the Suggestion Box, State House Annex, Trenton.

THEN WHAT HAPPENS? The secretary acknowledges your letter and processing begins. Copies of your suggestion are prepared and sent to committee members for pre-meeting study. Your name is omitted from these copies, and a number affixed. In this way no one knows whose suggestion it is unless it is accepted.

WHAT DOES THE COMMITTEE DO? It meets periodically and discusses the merits of your idea. It may pass on it at once, or it may refer it to an individual member for a personal investigation, or to a specialized sub-committee for study; as it did in the cases of the suggestions dealing with monumenting procedure, redesign of bridge approach slabs and machine method of computation of earthwork volumes.

Often divisional specialists are consulted or called in on matters of specifications, law, structural design, traffic studies, safety procedures and drainage as the character of the suggestion may require. It is not unusual to consult with departments or seek advice from groups wholly without the State service. Each suggestion is considered on its individual merits and the investigations made are comprehensive and complete.

The head of the division in which the suggestion would be put into effect is consulted and his appraisal of the idea sought. All preliminary findings are presented to him to aid in his evaluation.

THEN WHAT? The Committee then takes appropriate action on the basis of all findings and recommendations. If your suggestion is accepted all papers are sent to Commissioner S. Miller, Jr., for his approval and by virtue of this translated into Departmental practice, as directed by him.

WHAT ABOUT RECOGNITION? Each year in December the Commissioner awards Certificates of Merit to those suggesters whose contributions to improved Departmental practice are deemed meritorious.

Four Departmental organizations have contributed \$25.00 bonds to be awarded at the same time to those selected by the Commissioner.

YOUR RESPONSIBILITY: It is important to you and the Department that you develop your idea as fully as you can. Therefore tell what your suggestion is all about. The completeness with which you tell how the suggestion will work the speedier the investigation and evaluation. In other words, be complete.

Construction Comments

Fred C. Claus

WOODLYNNE OFFICE
Bill Hurley

With almost as much fanfare as was accorded General Wainwright, **Carl Hartman** was presented with a beautiful pipe, and the best wishes of this office before he left for a new assignment with the forces of Sam Bullock, in Trenton, Lewis Street Office.

Greeted at the door of the office with a chorus of "you'll be sorry," **Albert Hincken** has come back to the fold, after several years of toil and sweat in a local shipyard.

Our deepest sympathy is extended to **Jack Eyre** and **Tom Pierce** in the loss of their mothers in October.

Recently discharged veterans who have joined our forces again are **C. P. O. A. Realeaux Heintze**, who spent about 18 months of his three years' enlistment in the Seabees, at a base in Alaska. The other vet is **Chief Warrant Officer John Timmons** who spent the greater part of his three-year enlistment in the Seabees in the Southwest Pacific Islands.

Wayne Tusing, the odd job man of the office who will fix anything from door checks to delicate watches, and I do mean **FIX**, has given up after a year of adjusting the office clock and taken it to a jeweler to be fixed.

Ben Franklin has married off another daughter, the score now stands three married and one single. This time it's **Heleen** who flew from N. East Airport, Philadelphia, to Seattle, Washington, to wed **A.M.M. 1/c Donald Cline** of the U. S. Navy.

Capt. Bob Haight, who hails from Hackensack but was assigned to the Woodlynn office prior to entering the Army in 1941, paid this office a visit November 1. The many months spent overseas in the European Theatre doesn't seem to have changed Bob one bit. How he ever managed to cram his 6'2" into a Piper Cub and fly over the enemy lines to direct his artillery fire is more than we can figure out. Bob expects to be back with us in the near future.

PERTH AMBOY OFFICE
Howard Koons

Charles F. Smith, of South Belmar, assigned to the Perth Amboy office, has distinction of becoming the first "Grandpop" in the local group of employees. A daughter **Diane Ruth Martin** was born 16 October 1945, in Elizabeth General Hospital and is the offspring of **Charlie's** daughter, **Mrs. Olive "Smyth" Martin**. Congratulations, "Grandpop."

A second son, **George D.**, was born October 2, 1945, in Muhlenberg Hospital, Plainfield, to **Mr. and Mrs. Charles G. Curry**. **Charlie** says the doctor thought for a short time that he was going to lose the father, but all is well. Congratulations to **Charlie**.

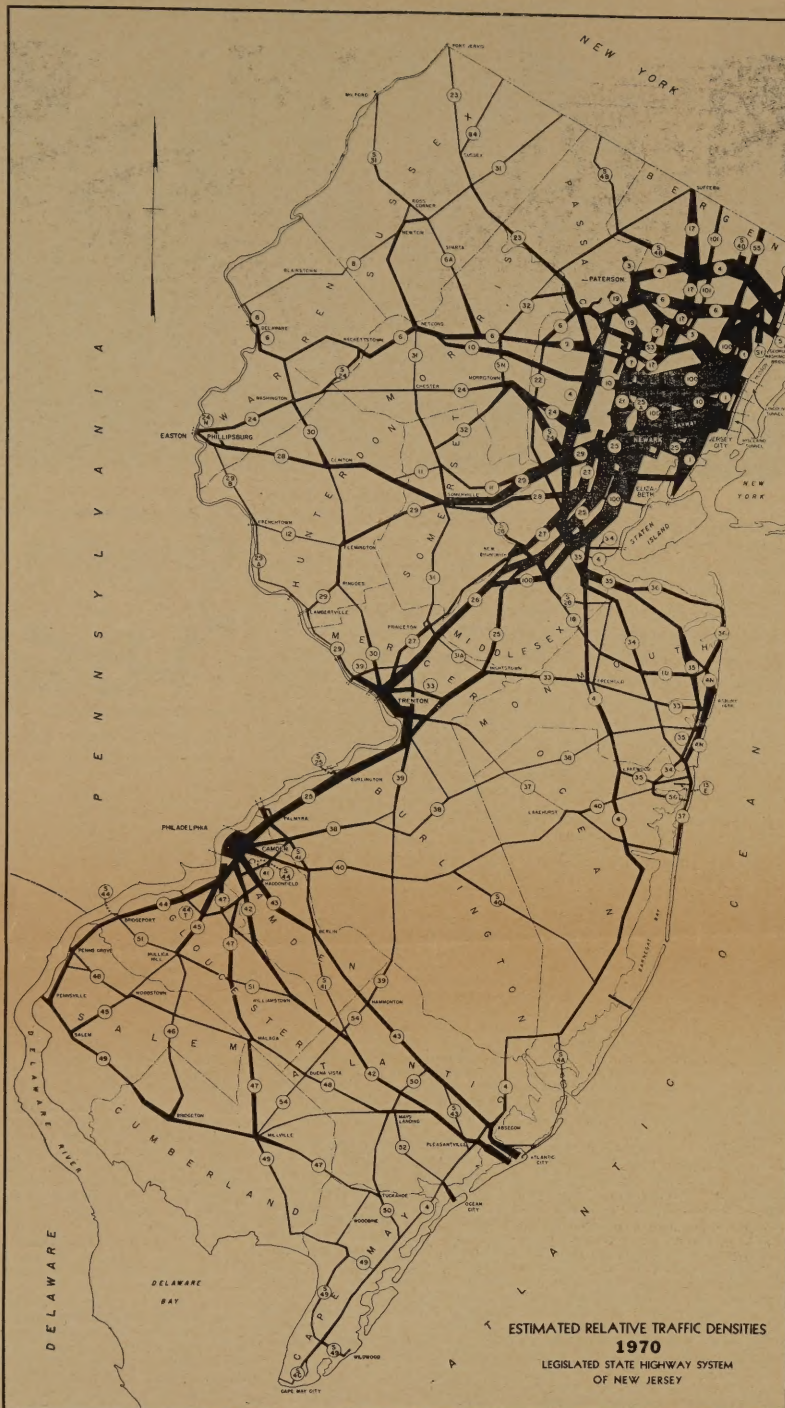
Henry Worthen returned to his duties in the Perth Amboy Office on 16 October, 1945. It will be remembered that **Henry** was assigned to the 8th Air Force and helped to bomb "Heel Hitler" out of France and Germany. He was relieved from active duty with the rank of Captain.

TRENTON OFFICE
Alex Cohen

Our sincere sympathy is again extended to **Alice Carrell** and **Henry Stephan** upon the recent death of their mother, **Mrs. Agnes Stephan**. Many will recall that not much more than a year ago their father passed away. Twice in such a short while is indeed a blow. **Mrs. Stephan** is survived by three other daughters and one son.

The recent return of **Lt. Joe Majorino, Jr.**, Highway Engineer, was of more than usual interest for Joe was welcomed home by his two-year old son, **David**. It was the first meeting between father and son. Needless to say that **Mr. Majorino** was more than happy to have him home.

NEW JERSEY HIGHWAY TRAFFIC IN 1970



This Traffic Density Map shows what we may expect on New Jersey's State Highways in the year 1970. It will be noted that the greatest concentration occurs in the northern metropolitan area where 75% of all time lost in New Jersey through traffic delays is now taking place. It is this urban area which must be relieved immediately through the construction of Freeways and Parkways if we are to prevent stagnation and decay.

PLEASANTVILLE OFFICE
Leland Buzby

Frank Carfagno wishes to announce the birth of a daughter, **Frances E.**, born October 6. Both mother and daughter are doing well (also the father). Congratulations, **Frank**; and the cigars were fine.

Ed Evans is quite the man-about-town in Tuckahoe. Along with other civic duties, he is Fire Chief and Street Lighting Commissioner. In connection with this work, **Ed** has been accused of extinguishing lights in strategic locations, no doubt with the sole purpose of Economy (?). These duties give **Ed** complete and unquestioned freedom of ingress and egress to and from his home at all hours of the day and night. There will no doubt be an immediate rush of correspondence from the entire department to ascertain **Ed's** system.

After eating regularly at one of

the local lunch cars for a long time, **Messrs. Corson and Somers** of this office, have suddenly transferred their business to another lunch car. Of course, the fact that the cashier at the latter establishment is such a nifty number could have nothing to do with the change.

Larry Oliver has been in the habit of parking his car on the street in front of the Pleasantville Office. Imagine his surprise and chagrin one morning recently to find a large sign on his car indicating that it was for sale at the modest figure of \$65. We hesitate to accuse anyone, but **John Tinney** and **Ed Baud**, seemed to be immensely pleased about something, the nature of which they were unwilling to divulge.

At first blush one would hardly classify **Deacons Gene Gillette** and **Low Lake** as confirmed "conventioneers." However, such is the case, for they recently were

delegates at the Presbyterian Synod, convening in Atlantic City.

If a shortage is noted in the supply of red ink in **Stacy Pine's** strong box, it can be largely accounted for by **Cliff Somers'** lavish use of the same, properly and skillfully placed upon plans, and not so properly nor skillfully spilled upon a large section of his drafting table top. This ineptitude on his part has necessitated the inauguration of stern measures for suppression of this "Blood-letting."

Shears are the only drafting tool which the entire office force must keep out of the hands of **Leland Buzby**. On one occasion in the well remembered past, **Buz** took shears in hand, cut about half way thru a plan and profile sheet without a single quail, and entirely unaware of the dastardly deed done. (Submitted by C. M. S.)

Art Best recently brought into this office a package neatly

PROJECTS PARAGRAPHS

E. L. MEYER

The Trenton Times recently published a picture of **Captain John W. Thomas** being awarded the Bronze Star for meritorious service. The presentation was made by Deputy Chief Signal Officer, Colonel Herrod G. Miller, in Paris. John will be remembered as one of the Projects Division's office employees, his home is at 38 Elizabeth Street, Bordentown. He volunteered as a private long before this country was at war and has advanced to Captain the hard way.

Our men are gradually returning from the services. The first to return was **Major "Al" Faxon**. He had hardly settled to his new job when **Staff Sergeant Joe Asiello** returned. **Faxon** has temporarily taken over some of "Bob" Macmullin's work and **Asiello** is assisting **John Ruhlman** with the auditing.

Lt. Colonel Frank Higgins is also out of uniform and intends to start work about November 15.

We have heard from **Mrs. Sam Hann** that Sam is on his way home from the South Pacific and we can expect to hear from him soon.

Frederick C. Jaep has come to the Projects Division as an inspector. He formerly worked with the Southern Division and was with Survey & Plans until 1941 when he joined the Navy where he had the rating of Carpenters Mate, 2nd Class. **Jaep** makes his home at 59 Remington Ave., Mt. Ephraim, N. J.

wrapped in brown paper and having the contours of a sizeable bottle. During the noon hour, **Art** dozed off for a few moments, and when he awoke the package had been "spirited" away by unknown hands. Individual questioning of the entire personnel and a "spirited" search failed to disclose the cache, which was later discovered within a foot of its original location. Gremlins at work, eh **Art**?

Two survey corps, headed by **Art Best** and **Geo. Edwards**, are doing yeoman service on surveys for the relocation of Route 4 between Somers Point and Absecon, a distance of 11 miles. The greater part of the route traversed is heavily wooded, and the going has been tough. **Art** heads a party which also included **John Tinney**, **Larry Oliver**, and **Ed Baud**. The second corps, headed by **Edwards**, and borrowed from the Woodlynn Office, includes also **Rouleaux Heintze**, **George Pratley** and **Paul Tusing**. Nice work, lads!

MONTCLAIR OFFICE
David Pettigrew

Howard Rigby, Chief of the Montclair Office of Survey and Plans, has been home with a fever and cold. We all wish you speedy recovery **Howard** and back on the job soon.

At this time, we are glad to say that **Mrs. Richard Waugh** is home from the hospital and is convalescing.

Raymond Callihan is back at this same desk, and it is good to see him. It is hard to imagine **Kaymond** in Germany only a short time ago.

Corp. James Kittlewood, son of **Mr. and Mrs. Harold Kittlewood**, is back home in Pompton Plains. **Harold** is very proud of his son and should be. **Corp. Kittlewood**, was wounded twice, received the Purple Heart medal, also the certificate of merit, and saw action in the Tank Corps, in the dark days of the invasion.

In fact, we boys in Montclair Office, sort of feel proud just to know a fellow like him.

We have heard that **Lieut. Col. W. L. Braybrooke** is back in this country. In fact, the grape-vine has it the name of the boat was the West Brook Victory. To date we have not seen **Bray**, but we are expecting a call any day.